

Shipping

STRICKEN WITH FEVER, OFFICER IN LINER NILE IS LEFT BEHIND

Sydney, S. Cowan, storekeeper in the Pacific Mail liner Nile became seriously ill with typhoid fever the third day out of San Francisco, and upon arrival of the liner at Honolulu yesterday afternoon, Cowan was immediately removed to Queen's Hospital for treatment.

The Nile continued the voyage to Japan and China ports this morning minus that official. Cowan is a well known Pacific Mail officer, who holds an extended acquaintance at this port. He was formerly connected with the Pennsylvania and was making his initial trip to the Far East in the Nile.

Following a consultation between Dr. F. H. Cookinham and the medical officers connected with the Federal quarantine and Marine Hospital service, it was decided that Cowan be removed from ship to shore to insure the best treatment.

Eighty-five missionaries are traveling to the Orient in the Nile which pulled away from Alakea wharf shortly after eleven o'clock this morning.

Purser John Bloomer, has more missionaries under his wing than usually falls to the lot of a Pacific Mail official. On board the Nile it is claimed that Captain George Laprak is the magnet that attracts the better class of travel toward the trim little Nile.

At any rate the liner sailed from Honolulu with nearly two hundred cabin passengers. The Nile arrived at Honolulu with 135 cabin, 8 second class and 48 Asiatic steerage passengers.

Less than a thousand tons general cargo is aboard the liner for discharges at the oriental ports of call.

During the stay of the Nile at Honolulu seven hundred tons coal were placed in the bunkers.

Among the missionaries are Rev. Wood and family, E. Shoemaker and wife and Rev. George S. Jenkins and family.

Among the passengers not missionaries are Colonel A. W. Bowie, who is returning to his home in Japan, accompanied by G. W. Colton, who is in business in Yokohama, D. A. Wilson, marshal of the United States court in China, and his mother, Mrs. M. P. Wilson, are passengers in the Nile. Another passenger for the Orient is E. O. Wheeler, a British army officer on his way to India to join his regiment.

F. Soule goes out as freight clerk in the Nile in place of G. A. Cleghorn who has been transferred to the Mongolia.

Build Gunboats at Mars Island.

VALLERIO, Cal., Aug. 27.—A sister ship to the gunboat Monocacy will be built at Mars Island. Telegraphic orders to begin work were received from Washington this morning. Both gunboats will be used in Chinese waters.

With two ships to build instead of one, the cost of each will be lessened by distribution of the overhead charges, and the estimate of \$141,000 for the Monocacy was so much lower than the nearest private bid—\$11,000 by a Seattle firm—that an investigation was demanded and made.

Authorization for the gunboat just ordered was made by Congress in 1898. Great Britain objected under the treaty of 1812 to the use of the gunboat on the great lakes, as was planned, and after 14 years the contract has now been let.

More Liners in San Francisco—Los Angeles Service.

Reports from San Francisco are to the effect that the Pacific Navigation company, which operates the palatial liners Yale and Harvard between the Bay City and Los Angeles and San Diego, will place two fast steamers on the run to Puget Sound, covering the whole coast of the United States on the Pacific. The Yale and Harvard are faster than twenty knots, while none of the other coast steamers make more than sixteen knots.

They will charge higher rates, and this year the service has been patronized to such an extent that it is rumored they will place two 20-knot boats on the northern run to compete for the railroad passenger traffic. It is proposed to make the run from San Francisco to Puget Sound in two days.

Paid Toll to Angry Waters at the Horn.

Further details of the loss of the British ship Griceleth Castle, which foundered while attempting to make Cape Horn recently, have been received. Captain Griffiths, the retiring skipper of the bark Wiscombe Park, which is now at the coast, received word from Carnarvon that Captain Thomas and fourteen of his crew were saved by one of the ship's boats, which reached Port Stanley, Falkland Islands, where Captain Griffiths himself was forced to put for repairs with the Wiscombe Park en route to the west coast.

The Bark Gulf Stream.

Mate evidence of the tragedy which befell the British bark Gulf Stream last winter, posted as missing while en route from Glasgow to Vancouver, has been discovered by sealers off the South American coast. A floating

lifebuoy from the ill-fated vessel and small wreckage found on the beach probably furnish the only details that will ever be learned of the disaster which destroyed the windjammer.

According to advices received by the marine department of the Chamber of Commerce, a Chilean schooner arrived at Stanley, Falkland Islands, last month with two men on board who were returning from a sealing cruise in the cutter Caesar near the Gulf of Sarmiento to the north of Cape Pillar. They reported that in latitude 52° S. south, longitude 75° 58' west, they found a lifebuoy marked in black letters, "Gulf Stream, Glasgow," a piece of boat planking printed "Gulf," five copper tanks from a lifeboat, water beaker, pieces of oars, hatchet and boat hook.

The men said the wreckage was not much knocked about when they found it December 15, and they thought it had not been on the beach longer than six weeks or two months. The men had covered the same ground six months before, but there was no trace of the wreckage at that time. They searched around after finding the wreckage, but saw no trace of any living man having landed there.

The Gulf Stream, which made many visits to the Golden Gate, left Glasgow April 29, 1911, and was never reported after she squared away.

Maul Back with Milling Machinery.

Bringing pieces of heavy machinery belonging to sugar plantations on Hawaii, the Inter-Island steamer Maul returned this morning, bringing cargo including three mill rollers, one fly wheel, six packages sundries, 3810 sacks sugar, and 75 head cattle.

According to report from her officers, the vessel met with heavy swells along the Hamakua coast. Occasional showers were encountered. The Maul carried 10,528 sacks sugar from Pahuah to Hilo to be transhipped to the Matson Navigation steamer Enterprise.

Sierra Has Many Passengers.

Scheduled to arrive off quarantine at 6:30 Monday morning, the Oceanic liner Sierra, from San Francisco, is reported by a late wireless as bringing 134 cabin and 25 steerage passengers for this port.

The liner has a later mail from the mainland amounting to 206 sacks. A general cargo for the islands, including 2500 tons of merchandise, is destined for discharge at Honolulu.

The Sierra will be dispatched for the Coast at noon next Saturday, taking a large list of cabin and deck passengers.

Excursion to the Islands.

A shipment of nitrates for the islands has arrived at this port in the bark Eudora, a vessel which sailed from Mejlones 47 days ago. Owing to the fact that the vessel had visited Central and South American ports, which are declared to be infected with the yellow fever mosquito, the Eudora was subjected to a thorough fumigation at the hands of the federal quarantine officers before being permitted to enter the harbor to discharge.

Special Excursion to Japan.

One of the biggest steamer excursions ever held is that planned by the Nippon Yusen Kaisha, which will run a special steamer excursion from Seattle and Victoria on the steamship Sado Maru, the next steamer of the line due in port. Two hundred Japanese and their wives will leave on the steamer to make a visit to their native land. The vessel will be specially arranged for carrying the excursionists.

Puget Sound Shipbuilding.

The fiscal year ending June 30 set a record in shipbuilding on Puget Sound. During the year 351 vessels of various sizes were built. The gross tonnage of the vessels built is 17,612, an average of a fraction over fifty tons. Most of the vessels were gasoline boats, built for the fishing industry, and the fleet now engaged in that business is the largest in the history of Puget Sound.

Hawaii Sugar.

Purser Phillips of the Inter-Island steamer Mauna Kea on arrival from Hawaii ports brought the following report of sugar awaiting shipment on the Big Island: Oihā, 13,500 sacks; Onomea, 10,234; Pepeekeo, 4060; Honouliuli, 3220; Hakaia, 4200; Laupahoehoe, 1300; Hakaia Mill, 8800; Punaluu, 7511.

On Again, Off Again, Gone Again.

The Pacific Coast Steamship Company's steamer City of Seattle, bound from Skagway to Seattle, went ashore on Chacabuco Point, half a mile north of Ketchikan, on August 15. She was floated at high tide without serious damage.

Mongolia Clears for Honolulu.

Due to arrive here next Friday morning the Pacific Mail liner Mongolia sailed from San Francisco at 1:30 this afternoon destined for Honolulu and Asia.

WEATHER TODAY

Temperature—6 a. m., 76; 8 a. m., 78; 10 a. m., 81; 12 noon, 83; minimum last night, 75.
Wind—6 a. m., velocity 3, direction northeast; 8 a. m., velocity 5, direction northeast; 10 a. m., velocity 8, direction east; 12 noon, velocity 8, direction east. Movement past 24 hours, 156 miles.
Barometer at 8 a. m., 30.00. Relative humidity, 8 a. m., 60. Dew-point at 8 a. m., 63. Absolute humidity, 8 a. m., 6.166. Rainfall, 0.

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Saturday, Sept. 14.
SAN FRANCISCO — Sailed, Sept. 14, 1:35 p. m., S. S. Mongolia for Honolulu.
SALINA CRUZ — Arrived, Sept. 12, S. S. Misourian, from Hilo, Aug. 29.
PORT GAMBLE — Sailed, Sept. 13, schr. Okanogan, for Hilo.
GRAYS HARBOR — Sailed, Sept. 13, schr. Helene, for Honolulu.

Aerogram.
S. S. SIERRA — Will dock at Oceanic wharf Monday morning at 7 o'clock with 134 cabin and 25 steerage passengers; 2506 tons cargo; 206 sacks mail.

Sierra Report.
The following wireless message has been received from the Oceanic S. S. Co.'s S. S. Sierra, bound for Honolulu from San Francisco: S. S. Sierra, at Sea, Sept. 13, 1912, 8 p. m.—904 miles from port; 134 cabin passengers, 25 steerage passengers; 2506 tons general cargo for Honolulu; 206 sacks mail for Honolulu; will be off port at 6:30 a. m., Monday.

Iwaulani Brought Honey.
Honey made up a portion of the cargo brought to this port from Makuhona in the steamer Iwaulani. The vessel's cargo included 136 cases honey, 80 sacks corn, and several packages sundries. The vessel met with smooth seas and favorable winds.

Sugar Arrives at the Isthmus.
Twelve thousand tons Hawaiian sugar and a large shipment of preserved pineapples have reached the isthmus in the American-Hawaiian freighter Misourian, which, according to a cable received here today, arrived at Salina Cruz on Thursday.

Lumber for the Big Island.
Bringing a shipment of lumber for the big island, the American schooner Okanogan is reported by cable received at the local branch of the Merchants' Exchange as having sailed from Port Gamble yesterday destined for Hilo.

PASSENGERS DEPARTED

Per stmr. Claudine, for Maui and Hawaii ports, Sept. 13.—Miss C. L. Turner, Miss E. Damm, Miss Tan Tan, Katie Wong, Tong, Miss A. Hoopli, Mrs. L. S. Macey, Miss C. K. Scholtz, Mrs. P. Pratt, Miss L. Pratt, Emily Williams, Alice Wilkins, Geo. Freeland, W. B. Oleson, Mr. and Mrs. Charles Gay, Mrs. E. J. Smithies, Mrs. J. K. Kaleo, E. J. Smithies, S. Livingston, R. C. Bacoman, Mrs. D. F. Fleming, Mrs. Frein, Miss M. Todd, Miss Plant, Mrs. G. S. Munroe, Miss Nellie Awana, Miss F. G. Yip, Miss K. H. Case, Mrs. L. D. Meacock, Rev. M. G. Santos, Mrs. Santos, Henry Santos, Fred Santos, Alice Santos, E. B. Blanchard, J. Alencaster, Miss M. Bal, Miss L. Richardson, G. S. Raymond, Dr. von Bergman, A. Martinson, J. A. Medeiros.

PASSENGERS BOOKED

Per P. M. S. S. Nile, for Japan and China ports, Sept. 14: Mr. and Mrs. R. Arbutts, Sey. 14; Mr. and Mrs. Lawrence Bowed, Miss Adelaide Dale, Mr. and Mrs. Walter DeLeon, Miss Bettie Devereaux, Mr. and Mrs. W. Franklin, Arthur C. Fox, Miss Amy Hanson, Miss Fay Hartley, Mr. and Mrs. Ferris Hartman, Miss Josephine Hartman, Master Paul Hartman, Miss Alma Norton, Henry Pollard, John Rixnes, Miss Fay Rosten, Miss Dorothy Russell, Elmer Thompson, Miss Lottet Vermont, Mr. and Mrs. Paul B. Awtterhouse.

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LYMAN STUNNED AT THREE-YEAR SENTENCE

Rufus Lyman appeared stunned by the shock when he drew a penalty of three years' imprisonment Wednesday at Hilo, after pleading guilty to the charge of embezzlement. At least that is the way it appeared to Assistant Attorney General Arthur G. Smith, who was in charge of the prosecution. Mr. Smith returned from Hilo this morning, leaving there shortly after Lyman's sentence.

He says that throughout the investigation preceding the hearing Lyman appeared highly optimistic, and evidently imagined he would escape with a fine. Smith said had he not pleaded guilty, however, every one of the eight indictments would have been held against him. He says that the charge in each was just as strong, and believes the evidence was just as incriminating as that to which former member of the Hawaii license commission entered his plea of guilty.

During his stay of about two weeks at Hilo the Assistant Attorney General took up a number of minor cases, in all of which he says he obtained quite satisfactory results.

ODDS AND ENDS
AT THE PORT

Mail forwarded from the islands to the mainland is reported to have arrived at San Francisco in the Oceanic steamship Ventura on Wednesday noon.

Mail for the Philippines left this morning in the United States army transport Thomas. The troopship departed for Manila via Guam at ten o'clock.

A number of prospective visitors to Kilauea, the Hawaii volcano are to embark in the Interisland steamer Mauna Kea sailing for the Big Island at four o'clock this afternoon.

Alakea wharf was the mecca for a merry crowd at the time of departure of the Pacific Mail Intermediate steamer Nile for Japan and China ports this morning. The members of the Ferris Hartman Company sailed for the Far East taking away with them the sincere best wishes for continued prosperity.

REPUBLICAN TERRITORIAL CONVENTION.

Notice is hereby given that the delegates chosen at the primary elections held on August 23, 1912, to the Republican County and District Convention for the City and County of Honolulu, to assemble in convention in the Hawaiian Opera House, Honolulu, T. H., at 10 o'clock a. m. on the 19th day of September, 1912, for the purpose of nominating candidates for the Legislature and for the Municipal and County offices; electing a County Committee, and transacting such other business as may properly be brought before the convention.

SAMUEL PARKER, Chairman, County Committee for City and County of Honolulu, Republican Party of Hawaii.

Honolulu, T. H., September 14, 1912. 5341-22

BY AUTHORITY

SEALED TENDERS.

Sealed Tenders will be received by the Superintendent of Public Works up until 12 m. of Tuesday, October 15, 1912, for furnishing the Department of Public Works with Three Centrifugal Sewer Pumps, including Motors, Switchboards and Transformers.

Specifications and blank forms of proposal are on file in the office of the Superintendent of Public Works, Capitol Building, Honolulu.

The Superintendent of Public Works reserves the right to reject any or all tenders.

MARSTON CAMPBELL, Superintendent of Public Works.

Honolulu, September 14, 1912. 5341-10

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Political Notices

NOTICE.
I hereby announce myself a candidate for the office of Representative from the Fourth District, Territory of Hawaii, subject to the action of the regular Republican convention.
JOHN KAMANOU, U.
5341-61

NOTICE.
I hereby announce my candidacy for the office of Supervisor for the City and County of Honolulu, subject to the action of the Republican District and County Convention.
5341-51 J. B. ENOS.

NOTICE.
I hereby announce my candidacy for the office of Representative, Fourth District, subject to the action of the Republican District and County Convention.
5341-51 NORMAN WATKINS.

NOTICE.
I hereby announce my candidacy for the office of Mayor of the City and County of Honolulu, subject to the action of the Republican District and County Convention.
5341-51 EBEN P. LOW.

NOTICE.
I hereby announce my candidacy for the office of Supervisor for the City and County of Honolulu, subject to the action of the Republican District and County Convention.
5341-51 EMIL A. BERNDT.

NEW TODAY

OFFICIAL CALL FOR THE REPUBLICAN COUNTY AND DISTRICT CONVENTION FOR THE CITY AND COUNTY OF HONOLULU.

To Be Held in the Hawaiian Opera House, Thursday, September 19, 1912, Commencing at 10 a. m.

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MARSTON CAMPBELL, Superintendent of Public Works.

Honolulu, September 14, 1912. 5341-10

Honolulu Star-Bulletin

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IT'S ALL OVER, NILE HAS GONE SEEK TONNAGE AT 'GRAVEYARD'

Storm signals were raised at Alakea wharf prior to the sailing away of the Pacific Mail liner Nile for the "Gilded East" this morning. Much moisture prevailed before the gallant British steamer finally disappeared through the channel and into the open sea. Let not be imagined that an accident had befallen the system of feed-pipes that supply fuel, oil or water to visiting liners. Far be it from so.

Fifteen dainty chorus beauties who graced the boards at a local theater under the direction of Ferris Hartman, the comedian, took their sorrowful and tearful leave of Honolulu, as well as a score or more disconsolate young men, shortly after 11 o'clock.

The frequency of farewells that fairly cascaded down the long gallery of the big wharf was sufficient to cause more than one case-hardened port and steamship official to turn aside and pine for a powerful restorative.

Fifteen tripping, dainty damsels, besides a few exceedingly popular male members of the company, were the recipients of a rousing and impromptu reception at the hands of the following or admirers who have assiduously frequented the playhouse during the engagement.

The wharf was simply littered with fractured hearts which may have added a touch of sentiment to an otherwise plebeian array of odorous Japanese provisions, tubs of sake and oriental wines, bags of sulphur and crates of other curios gathered there.

The city fathers kindly condescended to the Royal Hawaiian Band adding its mite to the mingled joy and sadness at the leave-taking of these chorus girls.

The prospect of ten days of voyaging across the Pacific where a storm at any time might be encountered was not altogether pleasing. The opportunity to reassure and partially calm the bevy of pretty thespians was not altogether pleasing. The opportunity to reassure and partially calm the bevy of pretty thespians was not altogether pleasing.

Although any possible danger of a tempest was minimized by the Honolulu gallants, the young women persisted in clinging to their preservers until genial Captain George Laprak simply had to pull the whistle cord, announcing the cruel casting off of lines which held the Nile to the wharf.

With eighty-five missionaries and a musical comedy company aboard, the staff of officers in the Pacific Mailer

With a bumper crop of barley estimated at 550,000 tons, California grain men stand to lose immense sums owing to the lack of tonnage for handling the crops. The utmost carrying capacity of all the vessels in sight is between 50,000 and 60,000 tons. The ships of England and other nations, which formerly had ample space for the grain, have all their tonnage taken months ahead and most of them are engaged elsewhere at such high rates that they are not considering Pacific Coast shipments.

The situation in California is a sample of what pertains to the whole coast, including British Columbia, and the scarcity of tonnage will be felt more acutely toward the end of the year, it is claimed.

Old sailing ships which had been towed to the Oakland estuary as obsolete, in view of the growth of shipments by steamers a few years ago, are being overhauled and patched up to handle the grain in the absence of steamer tonnage. The estuary for the past six years has become a landmark because of the presence of the immense fleet of sailing ships which had been moored there to rot.

Among the boats are the Ferris S. Thompson, Halcyon, Lurline, Reuce, Charming, California, Sonoma, Beulah, Little Bonne, Diamond Head, Balboa and a host of others, consisting of schooners, barks, brigantines and full-rigged ships.

Most of the vessels have been stripped of their boats and gear, but many of them have been kept up in a half-interested manner. It was believed that the days of the windjammer were past and the whole fleet could have been bought for a song.

Now even the worst of the old hulks is being hauled out and patched up to make a voyage or two and some of them will be unable to pass the inspectors. The freight situation has brought the windjammers to the fore once more and they are as much in demand as they were before steamships became general.

A general cargo has been supplied the